Connectivity

Streets

The street system of all new developments shall be designed to connect to all contiguous major arterial roads and all collateral streets in adjacent properties, where new streets end at areas that are undeveloped, a street stub out with a temporary turnaround is required unless the adjacent land is in public ownership in which case the street may end in a cul-de-sac.

Greenways and Bicycle Trails

A network of greenways and bicycle trails that connect active and passive parks, schools, cultural sites, neighborhoods, and commuter destinations shall be developed. Greenways and bicycle trails on the property being developed are required to connect to all greenway and bicycle trails in adjacent properties.

Greenway and bicycle stubs must extend to the neighboring property line where no trails exist on neighboring properties.

Trails should be designed to fit the contours of the land and should minimize removal of significant trees.

All trail systems shall be maintained for public access whether by easement or by public dedication.

Floodway Trails

Multi-use trails within the floodway are designed to accommodate a variety of uses including walkers, joggers, cyclists, and rollerbladers. These trails are typically positioned within the floodway, but not directly adjacent to streams. A minimum of 20’ vegetative buffer between the stream and trail should be left intact. These trails shall be 10 foot wide, 2” machine-laid asphaltic concrete surface with a 4” aggregate base over compacted soil.

Floodplain Trails

These multi-use trails are positioned outside the floodway but within the floodplain. Significant vegetative buffer between the stream and trail should be left intact.

Floodplain trails shall be a minimum of 10’ wide. These trails shall be composed of 2” machine-laid asphaltic concrete surface with a 4’ aggregate base over compacted soil.

Upland Trails

Upland multi-use trails are positioned completely outside designated floodplains. The existing vegetation in this area shall remain intact. Upland trails provide the most habitat and water quality benefits. They shall be a minimum of 10’ wide, and composed of 2” machine-laid asphaltic concrete service with a 4” aggregate base over compacted soil.

Boardwalk Trails

Boardwalks, or wood surface trails, are typically required when crossing wetlands or other poorly drained areas. Boardwalk trails are composed of lumber or synthetic wood. Boardwalk trails must be a minimum of 10’ wide.

Greenway Connectors

Greenway connector trails shall be a minimum of 5 feet wide. They shall be a minimum of 5 feet wide. They shall be composed of 2” machine-laid asphaltic concrete surface with a 4” aggregate base over compacted soil.

Drainage

Greenways must have a cross slope of 2 percent to adequately provide for drainage. Slope should be in one direction instead of crowning. On curves, the cross slope should be towards the inside of the curve. In addition, to insure proper stormwater runoff and trail longevity, catch basins with drains and underground culverts may be required. Natural ground cover should be preserved on each side of the path for erosion control.

Bridges

Railings or barriers on both sides of a bicycle path bridge must be a minimum of 54” high. Ends of railings must be offset away from the adjoining path to minimize the danger of cyclist running into them. Bridge decks should be designed for a live load of 85 psf. Concrete decks must have bicycle-safe expansion joints. Wood decks must have smooth joints and be laid at least 45 degrees to the direction of travel.